

URBAN CORRIDORS – ALASKAN WAY VIADUCT AND SEAWALL PROJECT

REVISED BRIEFING PAPER

Prepared for the
November 2004 Transportation Commission Meeting

Prepared by: Maureen Sullivan, Project Director, Urban Corridors Office
Reviewed by: David Dye, Urban Corridors Office Administrator
Approved by: John Conrad, Assistant Secretary for Engineering and Regional Operations

PURPOSE:

To provide an update on the project, with a focus on the recent events:

- Results from Draft EIS comment period
- Narrowing of alternatives from five to two (Tunnel and Rebuild)
- Economic Analysis and Financing Strategy

ACTION/OUTCOME:

Keep the Commission informed about progress on the viaduct project and the selection of a preferred alternative. No specific action by the Commission is requested.

BACKGROUND:

Last Spring, during the 60-day comment period for the Draft Environmental Impact Statement (DEIS), the project team received over 600 written comments. The Tunnel Alternative received the greatest number of favorable comments. Maintaining the existing capacity in the corridor and improving mobility and access to the waterfront were major themes. Comment concerns also centered on loss of business and traffic impacts during construction, the length of time to construct the project, and overall cost and funding. In the past few months, a neighborhood petition has also circulated in favor of a replacement aerial structure, with submittals totaling over 1,000 signatures.

DISCUSSION:

The DEIS analyzed a variety of benefits and impacts for each of the five alternatives: Surface, Bypass Tunnel, Aerial, Rebuild, and Tunnel. The three alternatives that best met the primary function of maintaining the capacity in this vital transportation corridor were the Rebuild, Aerial, and Tunnel alternatives. The Aerial alternative was not favored due to its width and long construction duration (9-10 years). Therefore, the Tunnel and Rebuild alternatives have emerged as the two preferred alternative front-runners. The Tunnel alternative is supported by many for the opportunity it provides to renew the downtown waterfront as a significant regional destination. However, the higher cost and the fact that it is not easily broken into smaller stages has complicated the decision. The Rebuild, while less

costly, does not meet the long-term vision intended for the waterfront and maintains the physical barrier that separates downtown from the waterfront.

Whether or not to close the SR 99 corridor during construction is also being analyzed. A determination of potential savings in time and dollars, the intensity of traffic and business impacts, and possible mitigation strategies will be part of the analysis. A study of the economic value of the Alaskan Way Viaduct to the region is also underway. It will provide an assessment of the investment to replace the viaduct, the state and national implications of failure and the economic implications of an open or closed corridor during construction.

The original schedule for the project was predicated on a preferred being selected in the spring/summer. It is now anticipated that a preferred will be chosen late this Fall. Assuming full funding is available for design, construction could begin by 2009 on a first phase.

RECOMMENDATION:

No recommendation is necessary.

For further information, contact: Maureen Sullivan, Project Director, at (206) 382-5270, or Tom Madden, Engineering Manager, (206) 382-8308.



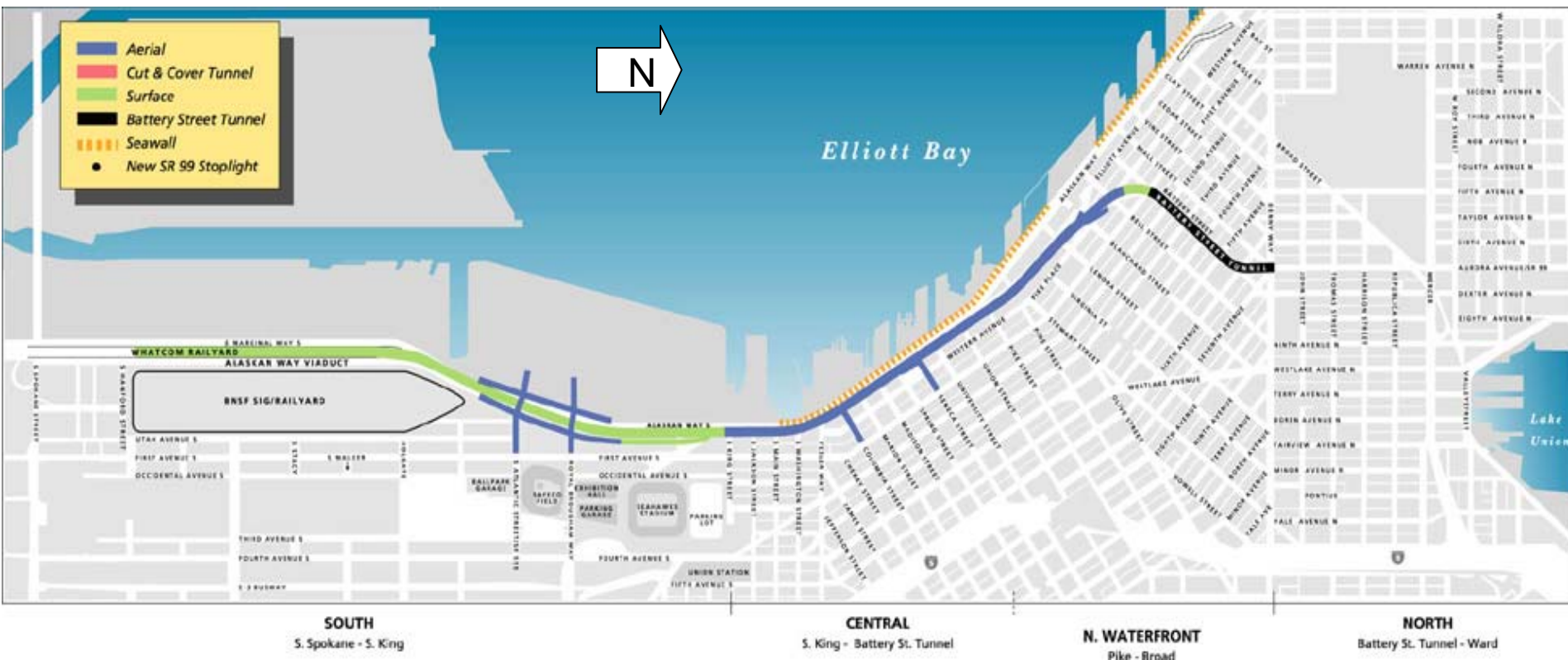
Alaskan Way Viaduct and Seawall Replacement Project

Rebuild and Tunnel Alternatives Operations and Performance

Transportation Commission
November 16, 2004

REBUILD ALTERNATIVE

| Cost | | Schedule |
|----------------------------------|-------------|---------------------------------|
| \$2.7 to \$3.1 Billion | | 6 to 7 years |
| Total Number of Vehicles Using : | | Aurora Bridge to Spokane Street |
| SR 99 | Alaskan Way | |
| 133,000 | 10,000 | 9 Minutes |





Rebuild Surface 99 – South End





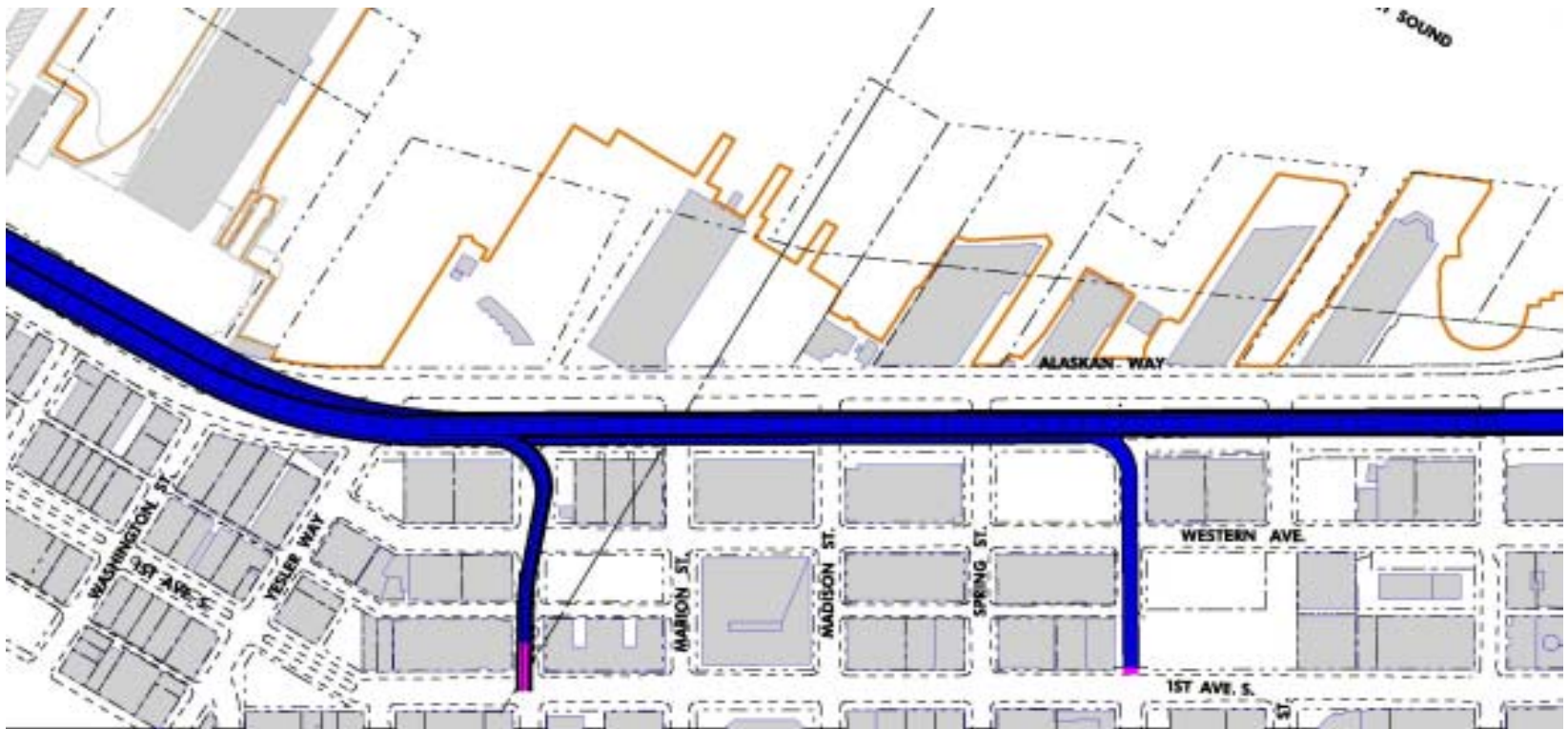
Rebuild *Alternative*



1496 - The proposed views are conceptual and are subject to change as the design is refined.



Rebuild Midtown Ramps



Rebuild Elliott/Western Ramps

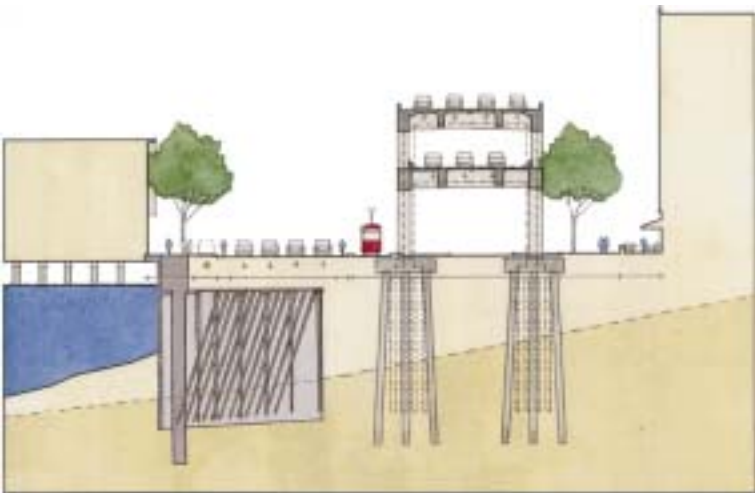




What We Learned:

Rebuild Alternative

Pros



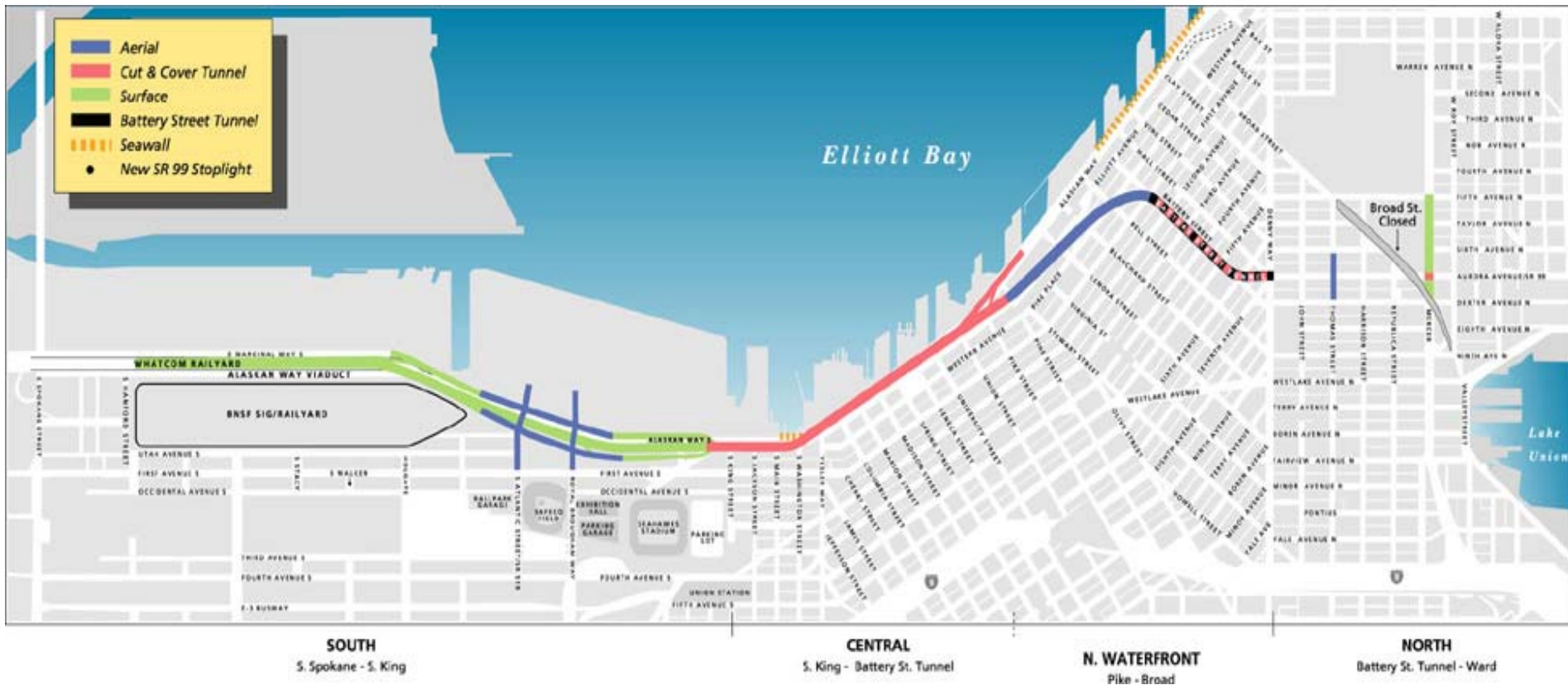
- Retains views for drivers
- Maintains capacity
- Cheaper than Tunnel or Bypass Tunnel (\$2.7 – 3.1 billion)
- Can be built in phases
- Replaces seawall as independent facility
- Includes Elliott/Western ramps to Ballard/Interbay
- Maintains midtown ramps

Cons

- Retains barriers to waterfront
- Less opportunity for noise mitigation
- Limited opportunity to increase lane and shoulder widths

TUNNEL TERNATIVE

| Cost | | Schedule |
|----------------------------------|-------------|---------------------------------|
| \$3.4 to \$4.0 Billion | | 7 to 8 years |
| Total Number of Vehicles Using : | | Aurora Bridge to Spokane Street |
| SR 99 | Alaskan Way | |
| 122,000 | 21,000 | 9 Minutes |

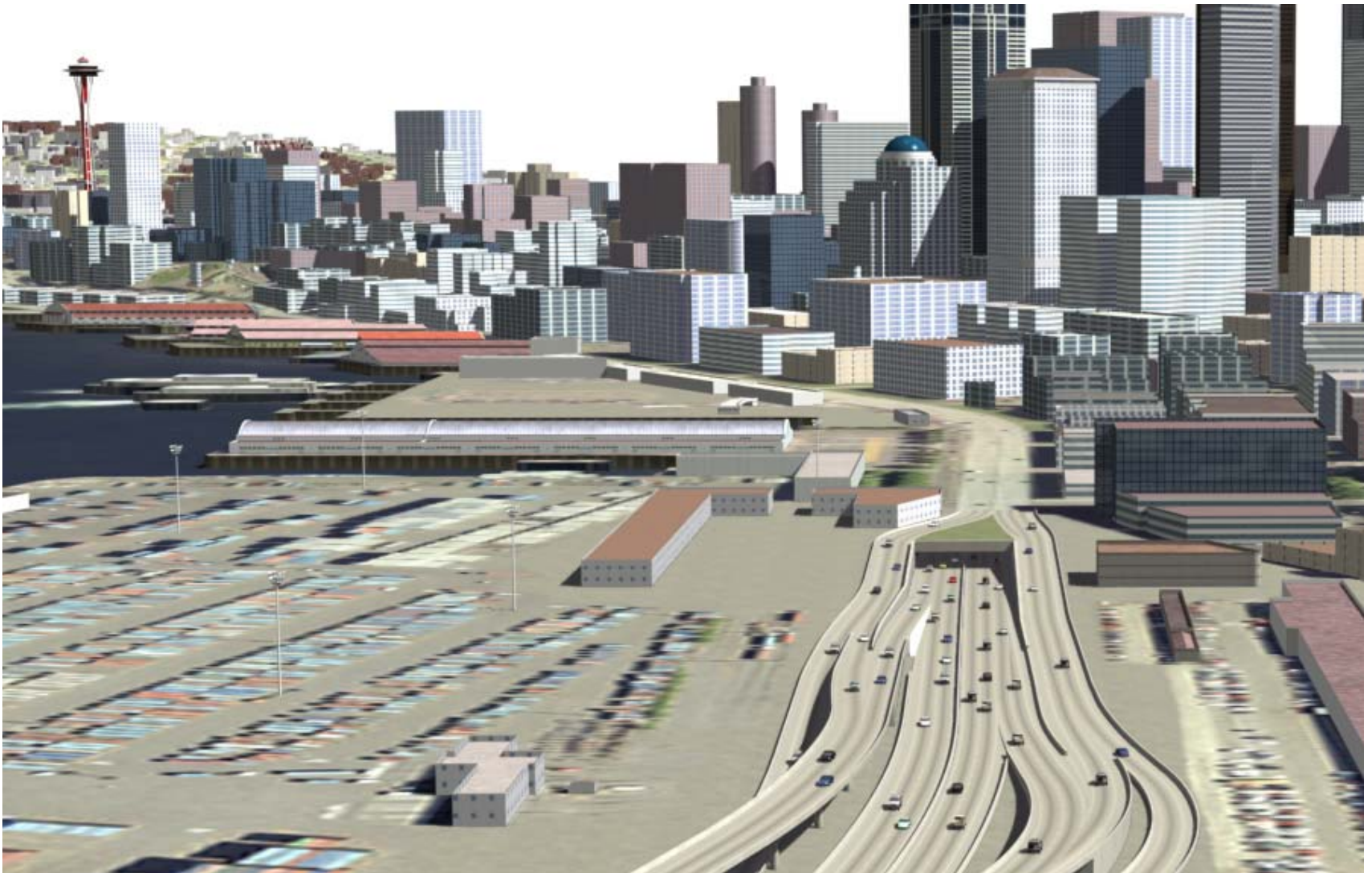




Tunnel Surface 99 – South End



Southern Tunnel Portal

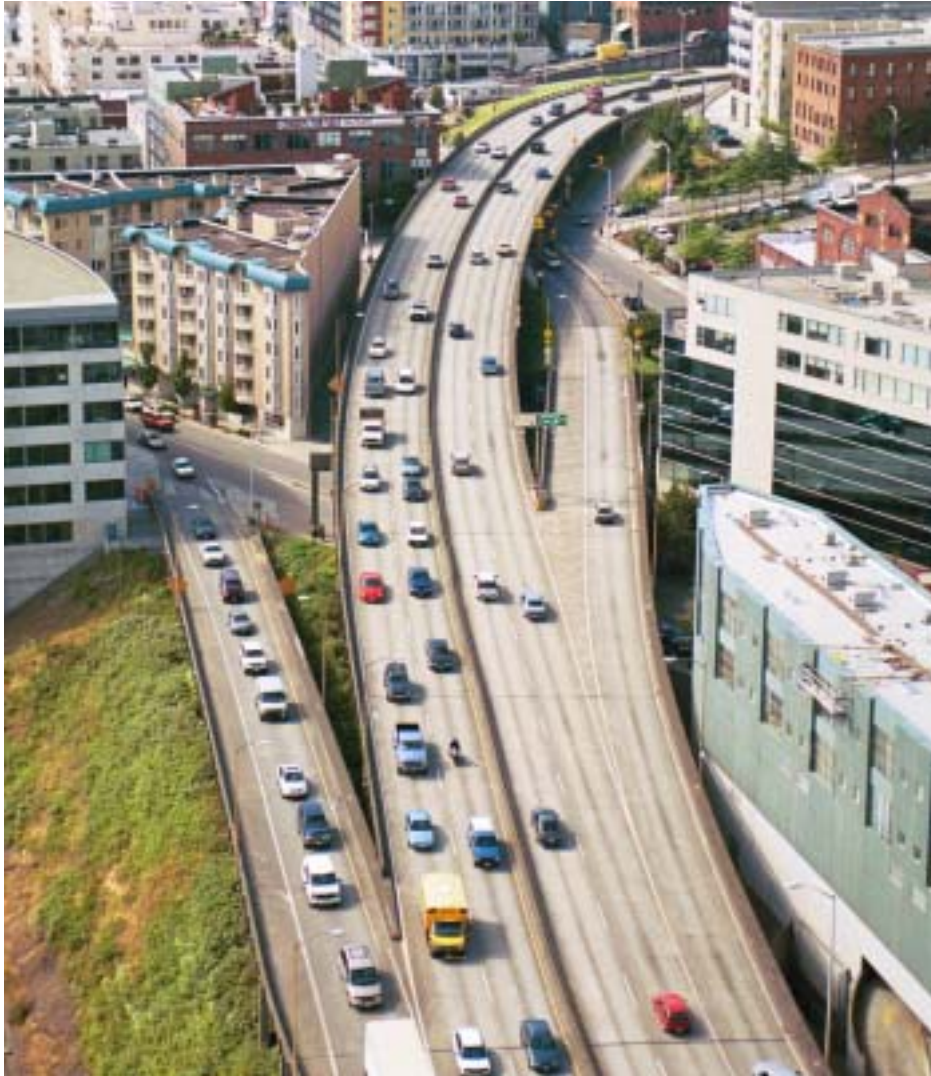




Northern Tunnel Portal



Tunnel Elliott/Western Ramps





Tunnel

Alternative



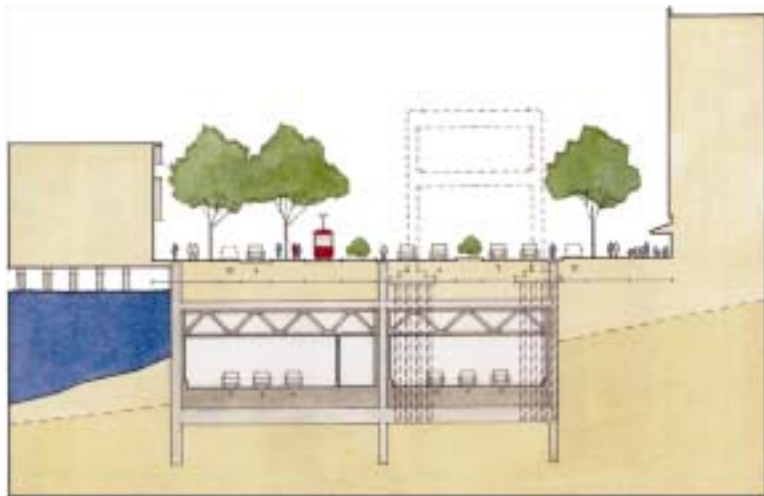
Note: The proposed views are conceptual and are subject to change as the design is refined.



What We Learned:

Tunnel Alternative

Pros



- 2 for 1 Project: Tunnel serves as seawall along central waterfront
- Immense opportunities to improve regional destination
- Best candidate for broader financial support
- Maintains capacity
- Includes Elliott/Western ramps to Ballard/Interbay
- Reduces noise pollution

Cons

- Highest cost (\$3.4 – 4 billion)
- Loss of views from viaduct
- Impacts movement of flammable and combustible materials



What is the Schedule?

| | | |
|---|---------|---|
| ✓ | 2000 | Legislature funds viaduct replacement study |
| ✓ | 2001 | Nisqually earthquake shakes Puget Sound |
| ✓ | 2002 | Engineering for viaduct and seawall replacement begins |
| ✓ | 2003 | Received \$177 million from the 2003 State Legislature Alternatives selected |
| ★ | 2004 | Draft EIS published Preferred alternative selected |
| | 2005 | Design of preferred alternative begins Final EIS initiated |
| | 2006 | Final EIS completed Design underway |
| | 2007 | Design underway |
| | 2008/09 | Advertise first phase construction Major construction begins |



Alaskan Way Viaduct & Seawall Replacement Project

Cost Summary

CEVP Project Scope

| 2004 CEVP | |
|-----------|-----|
| 10% | 90% |

Rebuild

| | | | |
|---|---------|---------|---|
| * SR 99 At-grade w/elevated SR 519 interchange in South | \$2.4 B | \$3.1 B | * |
| * New aerial structure from Railroad Way to Yesler Way | | | |
| * Rebuild existing Viaduct from Yesler Way to Pike St | | | |
| * Retrofit existing Viaduct from Pike St to Battery St Tunnel | | | |
| * No work in or north of BST | | | |
| * Rebuild Seawall King St to Myrtle Edwards Park | | | |

Other Project / Program Elements

| | |
|-----------------------------|---------------|
| Lowered Aurora | + \$200-300 M |
| Steinbrueck Lid | + \$80-100 M |
| Closed SR 99 Construction | - \$300-500 M |
| Center City Access Projects | + \$100-200 M |

Tunnel

| | | | |
|---|---------|---------|----|
| * SR 99 At-grade w/elevated SR 519 interchange in South | \$3.1 B | \$4.0 B | ** |
| * Six-lane tunnel from Railroad Way to Pike St | | | |
| * New aerial from Pike St to BST | | | |
| * Fire / Life Safety upgrades in BST | | | |
| * Widened Mercer Underpass | | | |
| * Rebuild Seawall Pike St to Myrtle Edwards Park | | | |

* \$90 M per yr. delay after 2008

** \$120 M per yr. delay after 2008



Long-Term Funding Potential

| Funding Source | Ranges as of Oct. 2004 | |
|--|------------------------|--------------------|
| | Low | High |
| Federal | \$210 M | \$1,959 M |
| Appropriation Earmarks | \$20 M | \$59 M |
| Formula Funding | \$50 M | \$100 M |
| Corps of Engineers | \$100 M | \$350 M |
| Emergency Relief Funding | \$0 M | \$350 M |
| Reauthorization | \$40 M | \$100 M |
| Reauthorization: Projects of Nat'l Signif. | \$0 M | \$1,000 M |
| State | \$603 M | \$2,356 M |
| State Allocation (01/03 Biennium) | \$16 M | \$16 M |
| Nickel Fund (5¢ State Gas Tax, 2003) | \$177 M | \$177 M |
| Future Gas Tax / Other State Funding | \$400 M | \$2,000 M |
| Transportation Improvement Board | \$10 M | \$30 M |
| State Sales Tax Credit | \$0 M | \$133 M |
| Regional / Local | \$200 M | \$1,616 M |
| Regional Ballot Measure (RTID) | \$0 M | \$1,000 M |
| King County Metro Sales Tax Credit | \$0 M | \$16 M |
| Tolls | \$0 M | \$100 M |
| City of Seattle | \$200 M | \$200 M |
| LID / Real Estate Benefit | \$0 M | \$200 M |
| Private Utilities | \$0 M | \$100 M |
| Port of Seattle / Others | ? | ? |
| Totals | \$1,012 M + | \$5,931 M + |